

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT NO.

25X1A

SUBJECT Mimon Airfield

DATE DISTR. 21 April 1953

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The Mimon Airfield ~~5038N-1444E~~ was known until 1950 as Kummer Airfield and was commonly called Hradeany Airfield. It was located approximately four kilometers southeast of Mimon, 150-200 m. west of the Kurivody-Mimon highway. There were two highways leading to the airfield, the Doksy-Mimon highway and the Mlichovo Hradiste-Mimon highway (Annex A, Points 14 and 15). The airfield was an irregular pentagon with an over-all length from the northeast corner to the southeast corner of approximately five kilometers; the width of the airfield at its widest point was three to four kilometers. There were four runways (Annex B, Points 1 - 4), but there were parts of two runways that I could not see (Annex B, Point 5). There was no control tower at this airfield; instead, flares were used for landings and take-offs of aircraft. A red flare indicated that the aircraft was not to land; green indicated that the aircraft was cleared to land. I also saw yellow flares but do not know what they indicated. The field was used the year round. Snow was removed by snow-plows mounted on military trucks. The runways and aprons in front of the hangars were kept clear of snow at all times. There were no obstructions at or near the field.
2. Fuel was transported to Mimon Airfield by trucks from Hvezdov. There were two 2½-ton fuel trucks at this field to refuel the aircraft (type Praga RN military trucks). These trucks were parked near the hangars daily. The water used by this field was supplied by the nearby lakes. Food for the military personnel stationed at this field was transported by truck daily from the nearby military area.

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Construction

3. There were signs of large scale construction activity on the southern portion of the field [Annex B, Point 77, [redacted]]. There were large mounds of dirt visible over this section of the airfield. I observed large military trucks (10-ton dump trucks) hauling cement, crushed rock, and sand to this sector of the field. A truck loaded with construction material would enter the airfield every fifteen minutes. There were about 360 soldier chauffeurs and their assistants that operated 180 military Tatra type-111 dump trucks. They worked seven days a week. I also observed bulldozers, cement mixers, and other miscellaneous construction equipment. There were two large labor battalions working on this construction. One of these battalions was composed of 600 priests and the other of political unreliaables. They were drafted into the army and wore regular Czech green infantry uniforms with black epaulets without any insignia on them. These battalions were called the Auxiliary Technical Battalions (Pomoocny Technicky Prapor). The labor battalions were transported to the airfield daily by military trucks. They were quartered approximately seven to eight kilometers east of the airfield at Hvezdov [Annex A, Point 127]. The Posista Construction Company of Prague, using approximately 600 civilian employees, worked at this airfield. The number of workers was altogether approximately 1,500. I believe that underground construction was taking place because of the small number of employees seen on the airfield. There were two Russian engineers working at the airfield. During [redacted] I observed military personnel from the city of Mimon cutting down large sections of trees on Ralsko Hill, [Annex A, Point 117], forming a large opening. I heard from the residents of Mimon that this hill was now a restricted area. I believe that this hill was to be a site for some kind of electronic equipment, but I know nothing further about this. I observed a well-advanced construction on Kacov Hill [redacted]. There were four large steel towers, approximately 30 meters high, and a building. I cannot describe the building. This construction site was located slightly below the top of the hill on the south side. I believe that this will be a transmitting station, but I know nothing further about it.

Aircraft

4. I observed two DC-3, two Siebel and one Piper Cub aircraft at the airfield daily [redacted] I saw three MIG-12 (sic) or MIG-15 type aircraft, but due to the distance, I was unable to identify them positively. All the aircraft [redacted] (CSR) on the rudders, top, and under the sides of the wing. I cannot recall any [redacted] on the aircraft. [redacted] the MIG-12. See Annex F for [redacted] Memory Sketch of MIG-12 aircraft and MIG-15 and a few particulars were mentioned. The instructor told the students that the MIG-12 was basically of the same design as the MIG-15 but contained a few modifications and differences and was alleged to be a newer model. The instructor stated that the MIG-12 had two jet engines, two air scoops, the fuselage was wider, and that it would fly higher and faster than the MIG-15.

5. The southeast portion of the airfield was initially used as a paratrooper base in 1947 and 1948, and I think that the airfield was still being used for this purpose.

Uniform

6. The uniform worn by the Czech AF personnel consisted of a gray-blue summer field uniform referred to as type 21 and type 22. The type 21 blouse could be worn either open at the collar or fastened as a choke collar, and buttoned down the front. This uniform was identical for both officers and EM except that the EM were required to tuck

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their trousers into their boot tops [similar to US Paratroopers] and wear the leather belt with buckle over the blouse. The winter uniform was identical except that the material was heavier. The dress uniform was the same color as the field uniform. The shoulder boards on this uniform varied for noncombat and combat personnel. All noncombat personnel wore a shoulder board with a silver background and gold branch and rank insignia. The shoulder boards for combat and political officers consisted of a gold background and silver insignia. The officer's dress trousers had a light blue stripe, two millimeters wide, along the outer seams. Enlisted men wore the same uniform except that they wore no stripe on the trousers and wore different shoulder boards. [See Annex G for ☐ Memory Sketch of shoulder boards]

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Defense Installations

7. There was an antiaircraft unit (I cannot identify it) located approximately four kilometers southeast of the airfield [Annex A, Point 15]. I saw approximately four AA guns, mounted on four-wheel carriages with pneumatic tires, 10-20 m. from the woods. The distance between each gun was about 200 m. ☐

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Security

8. The security at this base and throughout the military area was very strict. All soldiers and civilians were required to have a special pass to enter the airfield; I do not know the type of pass. At the entrance were stationed two paratrooper guards armed with submachine guns, type 23, CZ. [Annex B, Point 21 and 22] They also had heavy machine guns at these two points, but I do not know what type of machine guns. Large portable searchlights (I do not know their power) were placed at various points on the airfield and additional guards were used at night. One searchlight was generally placed at each of the following points: one was usually placed in front of the hangar, [Annex B, Point 18]. The second was usually placed on the southern section of the airfield [Annex B, Point 7]. The third was usually placed on or near the runway [Annex B, Point 37]. These locations were frequently changed. Located at each searchlight position was a heavy machine gun. Each position consisted of a searchlight operator armed with a submachine gun and a gunner. These searchlights were turned on and off at infrequent intervals and turned in different directions. Two or three paratrooper guards armed with submachine guns walked along the Kurivody to Mimon highway bordering the airfield day and night. Check points were located approximately 100 m. north of Dolni Krupa and 100 m. south of Plouznice. Cars were stopped at these points by paratrooper guards armed with CZ type-23 submachine guns. A railroad-type barrier gate was used at these points, halting all civilian traffic. The civilians were given a warning not to stop their vehicles along this road. The driver of the vehicle was ordered to maintain a speed of 60 km. per hour on this stretch of road, which was approximately 20 km. long. The sentry recorded the type of vehicle, color, registration number, number of passengers, time of departure, and ETA at the other point. The sentry would then call the other checkpoint by telephone and give them the pertinent data. If this check point was not reached in a specified time, a thorough search of the car was made, a written report submitted and the driver would later be fined 500 crowns. Walking or riding bicycles was prohibited on this section of the road. I observed signs posted at roads branching off the highway which read "Military Area: Entrance Strictly Prohibited" (Vojensky Prostor; Vstup Prisne Zakazan). During maneuver seasons the highway was open for civilian traffic only during the following hours: 0600-0700, 1100-1400, and 1900-2000 hours. The highway from Bela to Kurivody also had restrictions but I know no particulars.

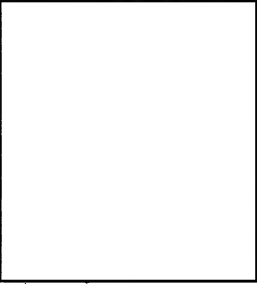
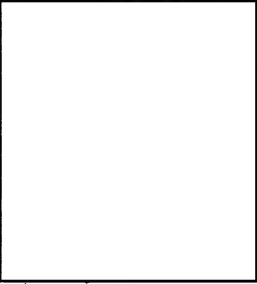
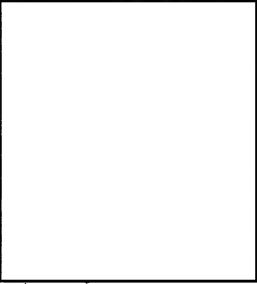
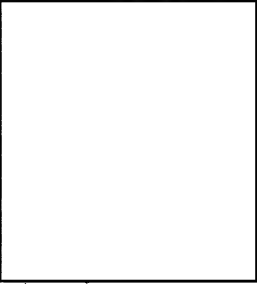
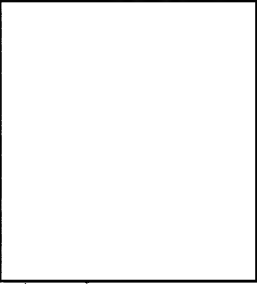
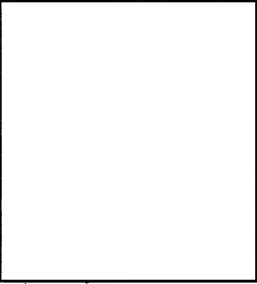
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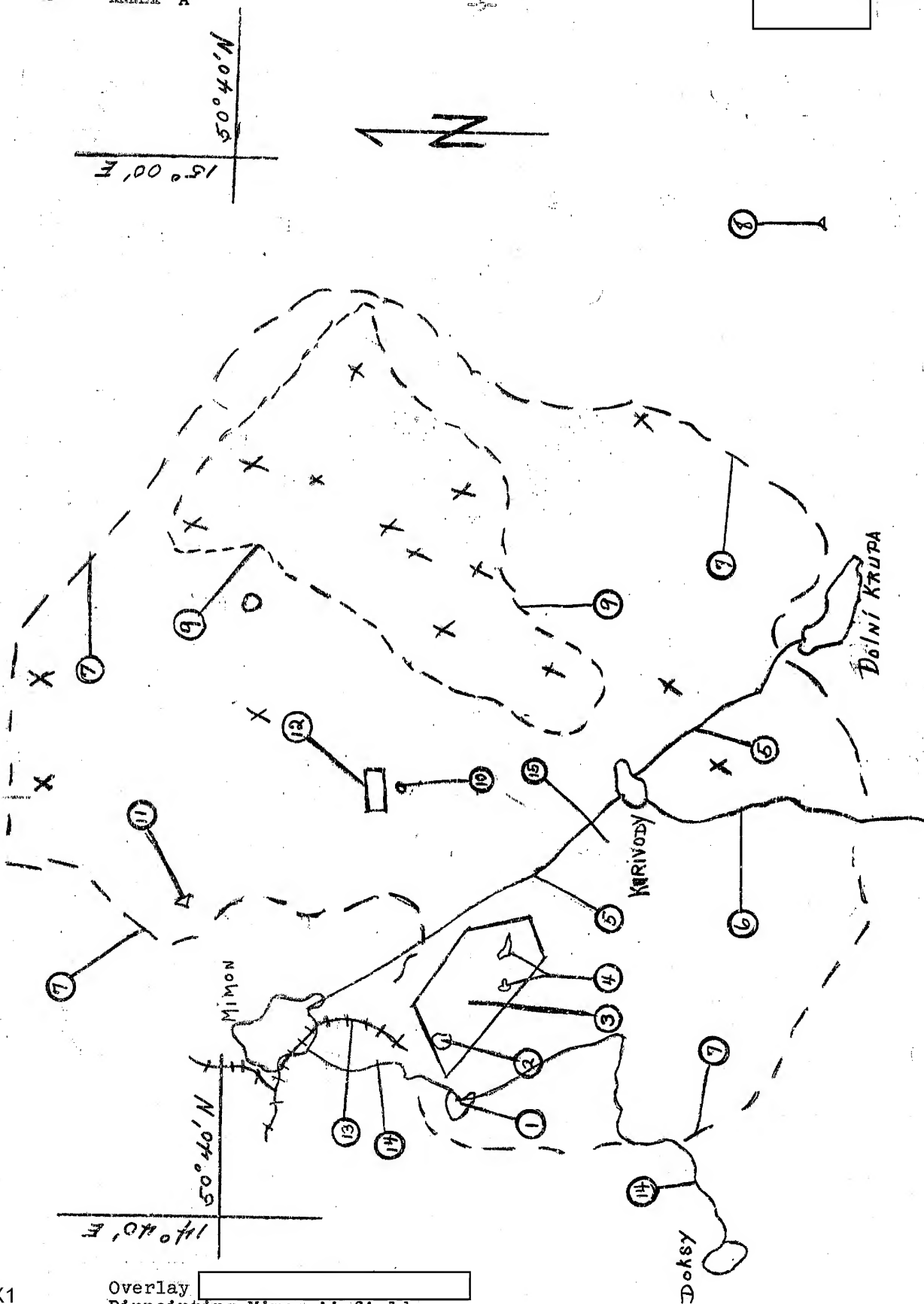
- 25X1
- A. Overlay of GSGS 4416 Sheet S-9 Pinpointing Mimon Airfield
 - B.  the Mimon Airfield and vicinity
 - C.  the Kaserne located at Minon
 - D.  Antenna Tower
 - E.  Storage Tanks near Hvezdov
 - F.  the MIG-12 aircraft
 - G.  Shoulder boards of the Czech Air Force

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ANNEX A

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Overlay
Pinpointing Mimon Airfield

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ANNEX A (Cont'd)

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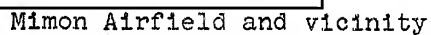
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1. Village of Hradcany: formerly known as Kummer.
2. Settlement Area of Hradcany: This little settlement area of Hradcany was not in existence. I have no information as to what became of these buildings, [REDACTED] 25X1X
[REDACTED]
3. Mimon Airfield (5038N/1444E):
4. Lakes: These two lakes shown on map were not in existence.
5. Highway: Mnichovo Hradiste to Mimon.
6. Highway: Bela to Kurivody.
7. Military Area: The villages indicated within the Military Area, namely, Straz, Hamr, Noviny, Sveborice, Hvezdov, Jablonecek, Vicmanov, Horni Rokyta, Horni Krupa, Kurivody, and Jezova, were evacuated by the civilian population [REDACTED] and were used for housing of troops during maneuvers and maintenance of troops of the military area. 25X1X
8. Radio Station: This was a transmitting station.
9. Impact Area: This area was utilized as a target for artillery and bombs. The villages indicated within the impact area, namely, Holicky, Nahlov, Lesnov, Lesnovek, Krida, Olsina, Prosec, Kracmanov, Okna, and Zidlov, were evacuated by the civilian population in 1947. The buildings were used as targets for heavy weapons and bombs.
- 25X1X 10. Storage Tanks: [REDACTED] I saw two tanks and a portion of another one painted green in this wooded area. These tanks were buried halfway and lengthways into the ground. The visible portions were about 5 m. in diameter and 10 m. long. However, I assume that more tanks were there, because of the many vehicle tracks present. I also think that there may be another road leading to this area. There were about five paratrooper guards armed with submachine guns type CZ-23 guarding this area.
11. Ralsko Hill: Its elevation was 695 m. above sea level.
12. Camp of the Auxiliary Technical Battalion (Pomocony Technicky Prapor):
13. Railroad Track: This was a single normal-gauge line leading from Mimon to the Ploucnice brook.
14. Highway: Doksy to Mimon.
15. Antiaircraft Unit: This was the approximate location of an unidentified antiaircraft unit.

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ANNEX B (Cont'd)

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1. Runway: This runway was approximately 2 km. long and 20 m. wide and was asphalt surfaced. This runway extended from the NNW to the SSE. I saw red landing lights along the runway, but they were not continually used during the night. They were approximately 10-15 cm. high.
2. Runway: This runway extended from the NW to the SE. It was approximately 1,500 m. long and 20 m. wide. It was asphalt surfaced.
3. Runway: This runway was parallel to the first runway Point 17. The entire runway was not visible, but I estimate the length to be about 1,200 m. The runway was 15m. wide.
4. Runway or Taxistrip: I cannot say definitely whether or not this was a runway or a taxistrip. However, it was asphalt surfaced and the portion visible to me was approximately 400 m. long and 15 m. wide.
5. Unobserved part of Runways: I could not see this portion of the field, but presume it to be constructed as shown on sketch.
6. Grass Covered Area: This area was well kept and mowed by soldiers. The airfield was sloped and had a natural drainage into the lakes on the west side of the airfield Points 16 and 17.
7. Construction work was carried on in this area. The area of construction was approximately three kilometers long and one kilometer wide.
8. Railroad: This was a single track standard-gauge rail line leading from Mimon to the Ploucnice Brook. I observed this rail line being constructed Construction supplies were transported on the completed section up to the Ploucnice Brook and stored temporarily in a wooden dock.
9. Railroad Bridge: I observed the completion of construction of wooden forms for pouring of cement. The bridge will be of cement construction, spanning the Ploucnice Brook without a center support, approximately six meters long, three or four meters wide, and three meters above the water. I saw no reinforcements being placed in the cement.
10. Railroad: I observed a railroad bed under construction 25X1X This section led from the Ploucnice Brook to the airfield. The railroad bridge and rail line are completed by now. There was a road which ran parallel and adjacent to the uncompleted section of the railroad. This road branched off from the Doksy-Mimon highway and led directly into the airfield. The length was approximately 250 to 300 m.
11. Road: Two-lane, cement-surfaced, approximately 800-1,000 m. long and 6 m. wide, branching off the Kurivody-Mimon highway, leading into the airfield.
12. Road: Dirt, approximately five meters long and one meter wide, branching off the Mimon-Doksy highway, leading into the field.
13. Highway: Cement surfaced, four lane, approximately eight meters wide from Doksy to a point three kilometers southwest of Hradcany; from this point to Mimon the highway narrowed to two lanes, four meters wide, and was asphalt surfaced.
14. Highway: Asphalt surfaced, two lanes, approximately four meters wide, leading from Kurivody to Mimon.

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ANNEX B (Cont'd)

15. Fence: Wooden picket, with two strands of barbed wire strung on top. These pickets were approximately 2 m. high and 2 m. 30 cm. in height to the top strand of the barbed wire.
16. Lake: This lake was approximately 250 m. wide and 1 kilometer long and had a maximum depth of 6 meters.
17. Lake: This lake was approximately 250 m. wide, 600 m. long, and had a depth over 6 m. The lakes were connected by a small stream flowing between them with an overflow stream emptying into the Ploucnice Brook. These lakes are never dry.
18. Hangars: The two hangars were constructed side by side, using the center wall for both hangars. The estimated dimension of both hangars were approximately 15 m. long, 40 m. wide, and 7-8 m. high. They were of portable construction with roofs and sides of corrugated tin, with a barrel vault type roof. The doors were on the east side of the hangars. Each had a wooden double door (accordion type) which folded from the center to the sides of the hangar. These hangars were also used as maintenance shops.
19. Building: I do not know what this building was utilized for. It was approximately 10 m. long, 10 m. wide, and 8-9 m. high, of brick construction, covered with stucco, and had a red tiled gabled roof. There was a balcony on the west side. This balcony was partly enclosed with glass. This glass enclosure was approximately 1½ m. high, 70 cm. wide, and 70 cm. long. I saw air force personnel taking reading of the various instruments within this enclosure but was unable to identify the instruments. There was an antenna on the roof. It was square in shape on the top and had a loop beneath it. The top part of the antenna had a screen. I never saw this antenna rotate. It was one meter in height. There was also an anemometer on the roof.
20. Antenna Towers: The towers were constructed of steel, approximately 15 m. high, 50 cm. in width, and were approximately 100 m. apart. They were of portable construction. An antenna cable was stretched between the two towers with another cable leading from the center of the antenna into the west side of building (Point 19). For a sketch of the antenna towers see Annex D/
21. & 22. Guard Shacks and Guard Check Points: These shacks were approximately two by three by three m. and had a flat tar-paper covered roof. They were painted with a creosote-like substance that gave them a brownish appearance. Each point had a railroad-type barrier gate across the road. Two paratroopers armed with submachine guns and a heavy machine gun were stationed at these points. Each guard point had a telephone leading to the airfield.
23. Parachute training area: Located approximately 100-150 m. northeast of the airfield, this area had towers and obstacles utilized for the training of paratroopers.
24. Landmark: Church situated on a small hill, approximately three to four kilometers northeast of the airfield with an elevation of approximately 40 m. above the airfield.
25. Landmark: Hill located approximately seven to eight kilometers northeast of the airfield. The elevation was approximately 700 m. above sea level. The sides of the hill were forest covered and on top were ruins, the walls of an old castle.
26. Landmark: Chimney of the Panar factory located approximately four kilometers northeast of the airfield. Its elevation was approximately 50 m. above the field.

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ANNEX B (Cont'd)

27. Village of Hradcany
28. Village of Ploucnice
29. Village of Borecek
30. Lane: This lane was used by motorcycles, bicycles, and pedestrians as a short cut between Borecek and Mimon.
31. Power Plant: It was located on the Ploucnice Brook, northeast of Mimon.
32. Elevation Point: This point was approximately 300 m. above sea level.
33. Elevation Point: This point was approximately 330 m. above sea level.
34. Elevation Point: This point was approximately 340 m. above sea level.
35. Elevation Point: This airfield was approximately 275 m. above sea level.
36. Apron: The apron was located on the east side of the hangars and was approximately 40 m. wide and 40 m. long. It was constructed of steel landing mats.

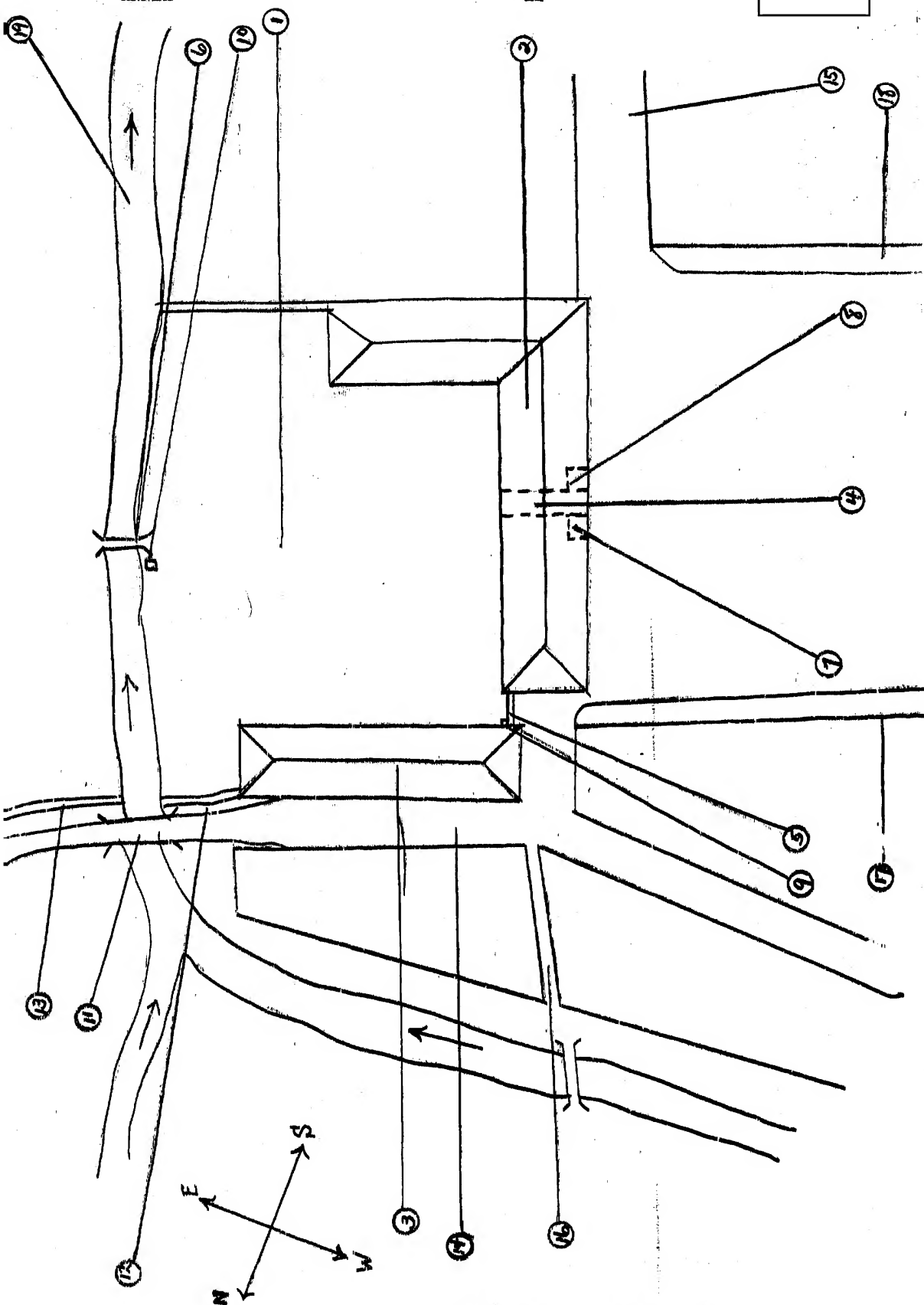
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ANNEX C



sketch of the Casern located at Mimon

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ANNEX C (Cont'd)

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1. Casern: I do not know what the casern was called, but I saw a sign posted on the headquarters building which read Garrison Headquarters (Posadkove Velitelstvi). This casern was located northeast and adjacent to Stalin Square (Stalinovo Namesti) in the city of Mimon. The casern measured approximately 180 m. north to south, and 200 m. east to west. The inside area was of cobblestone construction. The casern was utilized by the commandant and his staff officers. Enlisted men did maintenance work at the casern. I believe that the commandant held the rank of lieutenant colonel, as I saw two lieutenant colonels enter the casern daily. One was an infantry officer and the other a quartermaster officer. I think that the commandant was in charge of Mimon Airfield and the military area / Annex A, Point 77. I saw officers of every branch enter the casern, but the majority were quartermaster officers. I am unable to estimate the number of officers utilizing this casern.

2. Headquarters Building: This was an ell-shaped, three-story building, constructed of cement-covered brick, approximately 150 m. long on the west side, 70 m. long on the south side, and 25 m. wide on the north and east sides. It had a red slate hip roof. There were various coats of arms and other types of protruding decorations, constructed of a cement mixture around the windows of this building.

First Floor: This floor was the enlisted men's billets. It was occupied by guards, cooks, carpenters, chauffeurs, clerks, and other maintenance personnel for the operation of the casern. There were approximately 40 enlisted men quartered there. The floor was also used for messing and sleeping facilities for the men. All enlisted men were members of the infantry.

Second Floor: The second floor was utilized for offices of the commandant and his staff. 25X1X
25X1

Third Floor: This floor was the officer billets. [redacted] a fire that took place in this building in [redacted] and destroyed this floor and the roof. Repair construction started immediately and was completed [redacted] 25X1

3. Warehouse and stable: This was a three-story building, constructed of cement-covered brick, approximately 70 m. long, 25 m. wide and 17 m. high. It had a red slate hip roof. There were various coats of arms and other miscellaneous protruding decorations constructed of a cement mixture around the windows.

First Floor: This floor was used as a stable for horses and for storage of hay and other necessary fodder used for feeding and bedding of horses. There were about eight horses at this casern, which were used for hauling of mail and rations and other miscellaneous hauling jobs.

Second and Third Floors: These floors were used for storing supplies and some ammunition. During the fire at the headquarters building / Point 27 [redacted] soldiers carried land mines, boxed ammunition, and other unidentified explosives from this building. 25X1

4. Entrance: The entrance was located on the west side of the casern and extended through the width of the building. It was approximately 4 m. wide, 25 m. long, and 4 m. high. The front of the entrance facing the street had a solid wooden gate approximately four meters wide and four meters high, guarded by two paratrooper soldiers armed with submachine guns.

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ANNEX C (Cont'd)

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5. Entrance: This entrance was located in the west corner of the casern with a solid wooden gate approximately four meters wide and four meters long. It was guarded by one paratrooper soldier armed with a submachine gun.
6. Bridge Entrance: This entrance was an iron bridge spanning the Ploucnice Brook and was located on the east side of the casern. The bridge extended into the compound and was approximately 1½ m. wide and 6 m. long. It was guarded by a single paratrooper armed with a submachine gun.
7. Sentry Booth: The sentry booth was located on the first floor of the headquarters building and was approximately three meters wide and four meters long. I do not know the number of guards at this booth.
8. Telephone Center: This center was approximately three meters wide and four meters long, located on the first floor of the headquarters building. I saw a switchboard through a window while passing this building. This switchboard was approximately 60 cm. wide and 70 cm. long. The switchboard was operated by an infantry soldier.
9. & 10. Guard Shacks: These shacks were painted with alternate red and white V's. The shacks measured approximately 70 cm. long, 70 cm. wide, and 2 m. high. The roofs were saddle shaped and covered with tar paper.
11. Bridge: It was of steel construction, approximately four meters wide and six meters long. It spanned the Ploucnice Brook.
12. & 13. Walls: The walls were constructed of stone and measured approximately 3 m. high and 50 cm wide.
14. Street: The name of this street was Priona. It was constructed of cobblestone, was approximately five meters wide at the west end of the casern and gradually narrowed to a width of three meters.
15. Street: The name of this street was Mlynarska. It was approximately 12 m. wide and constructed of cobblestone.
16. Alley: This alley was approximately two meters wide and constructed of cobblestone.
17. & 18. Sidewalks: The walks were approximately four meters wide and constructed of cobblestone.
19. Ploucnice Brook: This brook was approximately 4½-5 m. wide.

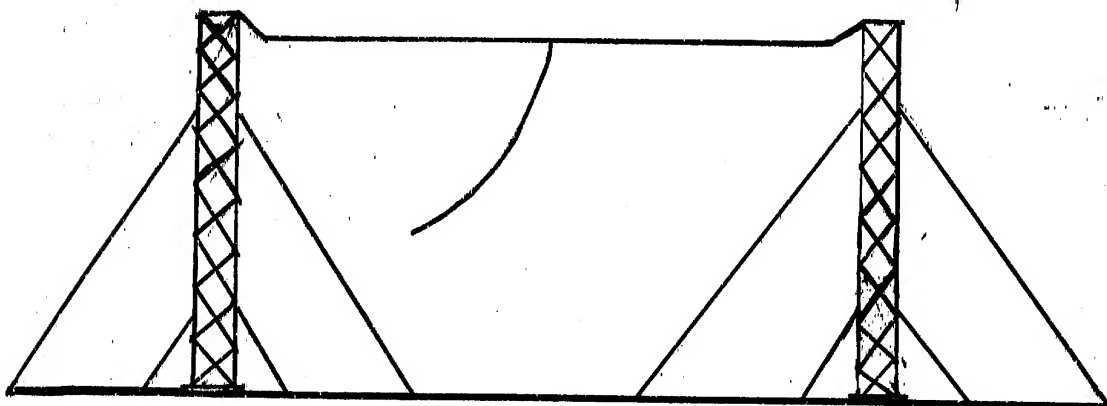
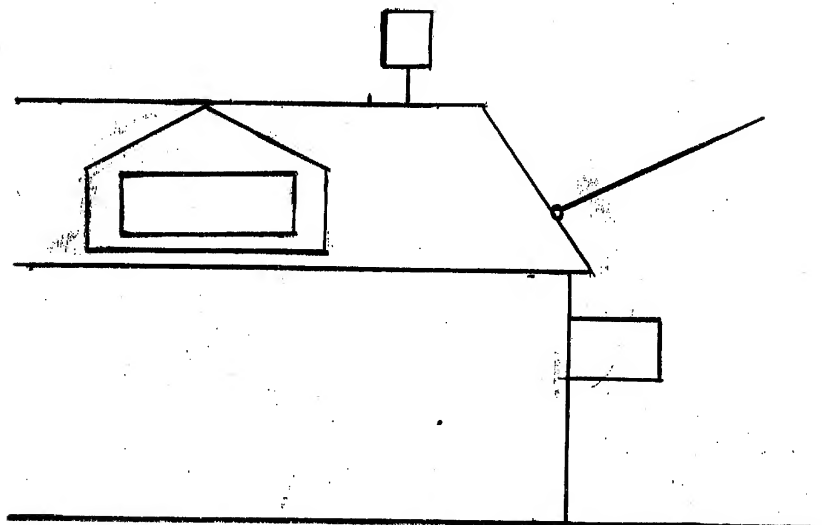
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ANNEX D

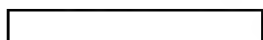
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sketch of Antenna Tower

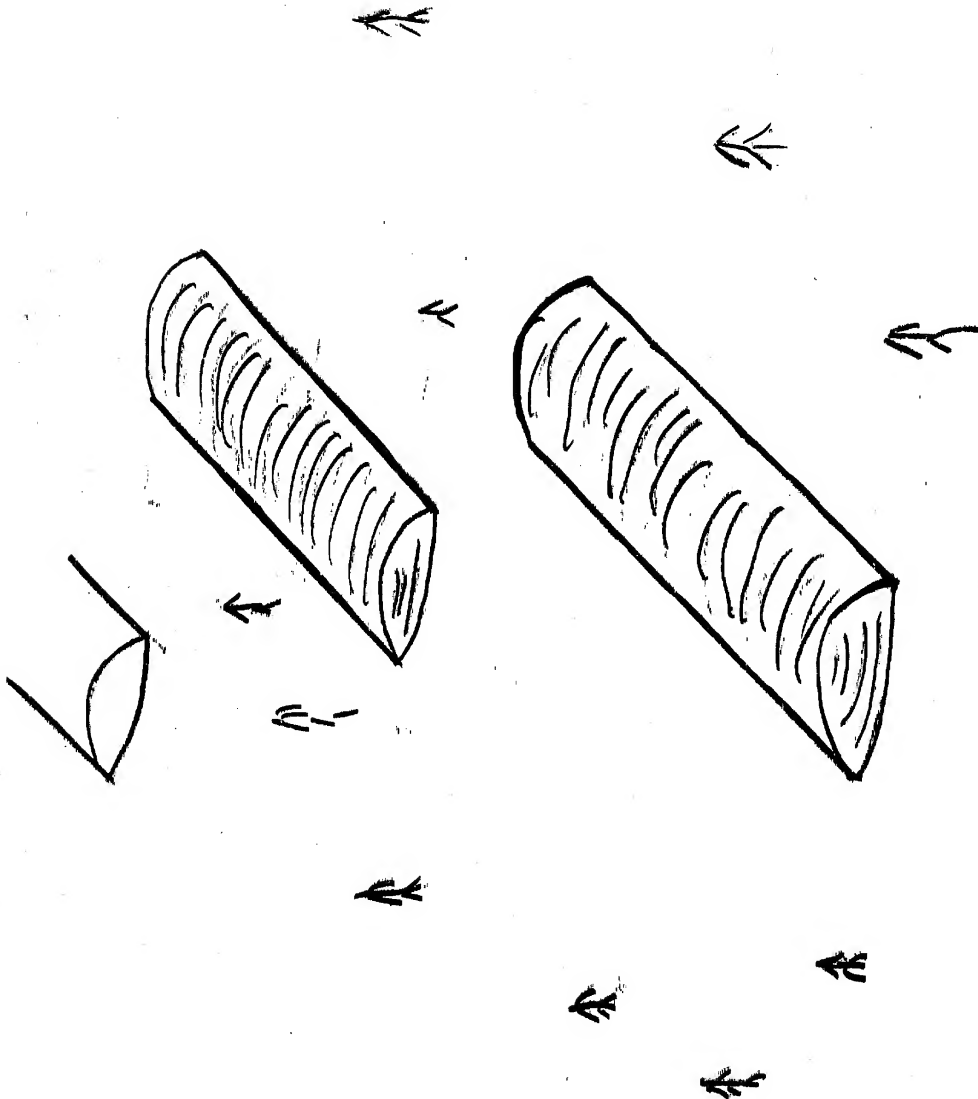
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ANNEX E

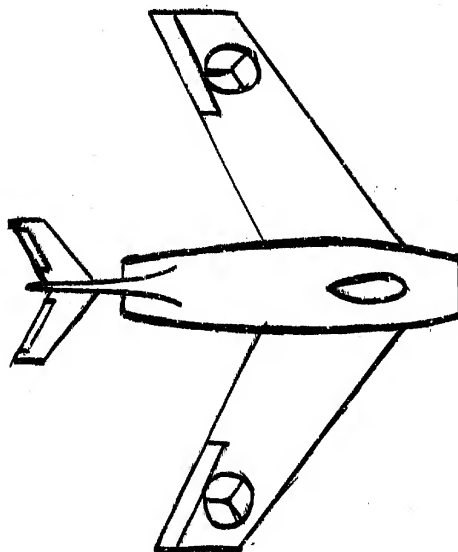
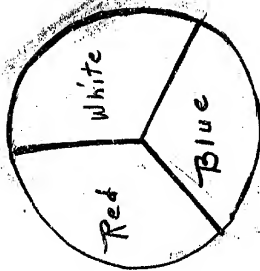
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sketch of Storage Tanks near Hvezdov

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sketch of MIG-12 aircraft

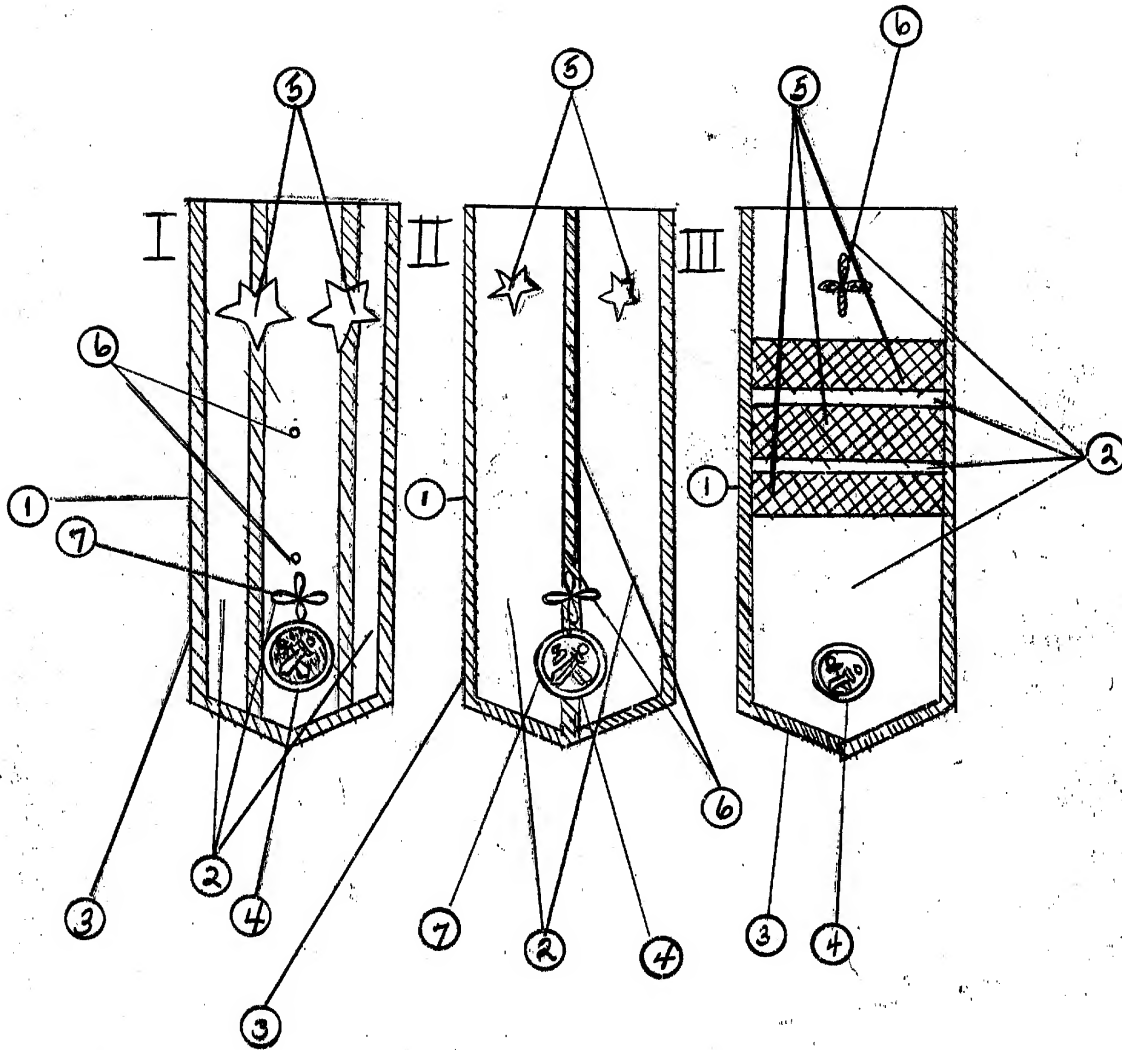
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ANNEX G

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sketch of Shoulder Boards of the Czech Air Force

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ANNEX G (Cont'd)

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Legend

- I
1. Shoulder board worn by Air Force officers with rank of major to colonel, (Illustrated is shoulder board of a major).
 2. Background cloth, silver or gold.
 3. A light blue piping.
 4. Gold button
 5. Stars, gold or silver indicating rank of officers, (the color of stars is the opposite of the background color).
 6. Locations used for placing additional stars for higher rank.
 7. Winged propellor, silver or gold (color opposite of the background color).
- II
1. Shoulder board worn by Air Force officers with rank of junior lieutenant to captain (Illustrated is shoulder board of a lieutenant).
 2. Background cloth, silver or gold
 3. A light blue piping
 4. Gold button
 5. Stars, gold or silver indicating rank of officers (color of stars opposite of the background color; stars used on shoulder boards of junior lieutenant to captain were smaller in size).
 6. Locations used for placing additional stars for higher rank.
 7. Winged propellor, silver or gold (color opposite of the background color).
- III
1. Shoulder board worn by Air Force NCO and EM (Illustrated is shoulder board of a sergeant).
 2. Background cloth, light blue
 3. A black piping
 4. Button of a blackened metal (this button was similar to the buttons worn on the USAF blouse).
 5. Black cloth, one centimeter wide, separated by spaces of three to five millimeters.
 6. Winged propellor of blackened metal (oxidized silver).

SECRET